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JAPANESE EMIGRATION TO HAWAII AND ELSEWHERE

The number of emigrants appears to be on the increase. Some falling off is noticeable in the movement toward Hawaii—where the largest number of laborers have gone—in consequence of a stricter enforcement of immigration and sanitary-inspection laws. Nearly all of these emigrants are Japanese, a few stray Russians bound to Puget Sound ports, and, during the past year, a number of Koreans for Hawaii have passed through Japan.

From a report prepared in June, 1903, by Mr. Yamawaki, private secretary of the Minister of Agriculture and Commerce, I take the following figures, which evidently refer to the number of Japanese now reported absent abroad:

Year.	Males.	Females.	Total.
1889	13,815	4,873	18,688
1890	17,519	6,031	23,550
1891	23,681	8,465	32,146
1892	29,615	9,388	39,003
1893	31,147	10,055	41,202
1894	31,632	9,958	41,590
1895	34,332	11,945	46,277
1896	40,348	13,994	54,342
1897	43,707	15,078	58,785
1898	53,114	17,687	70,801
1899	76,633	22,406	99,039
1900	98,985	24,986	123,971

During the year 1900 the destinations and classification of such emigrants were:

	On Official Duty	Students	Merchants	Laborers and Others	Total
United States and colonies	52	554	2,851	86,689	90,146
England and colonies	133	40	512	7,530	8,215
Russia and colonies	15	65	286	3,587	3,953
Holland	4	2	.....	.....	6
France and colonies	44	36	18	799	897
Portugal and colonies	.....	1	.....	9	10
Germany	33	162	5	14	214
Belgium	10	5	5	1	21
Italy	7	.....	.....	6	13
Spain	2	.....	.....	.....	2
Austria	8	13	10	5	36
Peru	1	.....	.....	692	693
Brazil	7	.....	.....	2	9
Mexico	6	3	4	32	45
Siam	7	3	29	39	78
Korea	538	16	9,699	5,606	15,829
China	202	40	1,391	1,630	3,803
Total	1,063	940	15,320	106,642	123,971

The following figures are taken from the records of the sanitary inspector of the Marine-Hospital Service at this port, and show the number of Japanese passengers examined:

Destination.	1901.	1902.	1903.
For Pacific coast ports	1,750	4,860	5,476
For Hawaii	3,340	14,182	8,173

The figures for 1903 are made up to December 19th, 1903.

CHARACTER OF EMIGRANTS.

Nearly all of these emigrants come from the districts in the south of Japan near Kumamoto and Hiroshima and are able-bodied agricultural laborers. They are fairly intelligent and their education compares favorably with that of their class in other countries. In religion they are devout Buddhists and Shintoists, and their morals are, relatively speaking, good. Socialistic and anarchistic notions have never infected their minds. None of them, as far as I can learn, have formerly made their living by begging.

Very few are accompanied by wives or children. Some of the better class who make long stays in the United States subsequently send for relatives, but not with the purpose of permanently residing there. They nearly all intend to, and do, return to Japan after a few years' absence.

Judging from the continuance of the demand for Japanese laborers in Hawaii, the natural inference is that they give satisfaction to their employers. The Japanese farm laborer is accustomed to a life of economy, frugality, industry and sobriety.

From a Japanese standpoint these laborers are strong, well developed, of good physique, and healthful in appearance. Their average height is 5 feet 2 inches. Some of them have served as soldiers. Like all Japanese, they are remarkable for their love of daily hot baths.

CAUSES OF EMIGRATION.

I believe that the sole cause of Japanese emigration is the desire to better themselves financially with the hope of subsequent return to their homes.

Asiatic steerage-passages are now about as follows: From Kobe or Yokohama to Honolulu, 59 yen (\$29.38); to San Francisco and Puget Sound ports, 66 yen (\$32.87). Lower rates than these are in operation by private arrangements between the steamship and emigration companies.

The natural increase in the population of Japan is about 500,000 per annum and there is no doubt as to the necessity of finding an outlet to relieve the pressure upon the food-producing capacity of the country.

ATTITUDE OF GOVERNMENT TOWARD EMIGRATION.

The Japanese Government appears disposed to encourage emigration wherever suitable provision is made for the protection of its people. All Japanese men between the ages of 20 and 59 years are liable to military service, and passports to go abroad may be withheld until the requirements of the conscription law have been fulfilled. Quite a large number of Japanese leave the country without passports, but in the case of emigrants sent out under the auspices of emigration companies such documents are always obtained.

INSPECTION OF EMIGRANTS.

The emigration companies, by their agents in the interior, make examination of intending emigrants with a view to secure such only as can pass the requirements of our laws. A second examination is made by the agents of the steamship companies at the ports of embarkation. A final examination at Yokohama is made by the surgeon of the United States Marine-Hospital Service. In view of the strict examination that subsequently occurs at the port of landing in the United States, I am of opinion that the work in this connection is being done as well as can be expected. One exception, however, has been brought to my attention, and that is the frequent practice of booking for Canada passengers who have been previously booked for the United States ports and rejected by the surgeon of the Marine-Hospital Service. It is intimated that such passengers subsequently cross the boundary line from Victoria, Vancouver, or farther east.

INTENTIONS OF EMIGRANTS.

Nearly all Japanese emigrants expect to return to their native land, and large sums from their savings are sent and brought back by them. Very few emigrants leave Japan as first and second class passengers.

The police court of St. Helier, the principal town of Jersey, is remarkable in several respects. First, the proceedings are always opened with prayer; second, it frequently happens that after prayers there is no more business, and everyone goes home. There is so little crime committed in the island that the police force (twenty strong) is kept up only for visitors.

WIRELESS TELEGRAPHY IMPROVED BY DE FOREST

It is some years since wireless telegraphy first extended popular imagination to the utmost and found it lamentably deficient in powers of comprehension; but the vagaries and accomplishments of the mysterious Hertzian waves do not fail to fascinate us as they did in the days of their novelty. There is an eeriness that is almost comic in the possibility of messages ever wandering silently over house-tops, playing round chimney-pots, and passing through brick walls as though they did not exist.

Such a possibility seemed to most unscientific people a very remote one; but the recent accomplishments of the De Forest system on board the Times steamer Halmun in the Far East lead us to believe that the date is not so far off as has been imagined.

The success of the De Forest system of wireless telegraphy must be regarded as one of the greatest feats of the war. The inventor is one of the first men to make wireless telegraphy consistently successful for commercial purposes, and by its aid the Times is able to receive from the seat of war long uncensored accounts of the operations both on land and sea.

Dr. De Forest is a graduate of Yale University. His rise to fame has been as rapid as it is well deserved. Ten years ago he was pushing a bath chair at the Chicago Exhibition in order to get money to finish his college education at the forthcoming St. Louis Exposition his exhibition will be one of its chief features, and will comprise a tower 300 feet high, and four wireless stations throughout the grounds.

The best testimonial to the De Forest system is its own success on the Halmun. This steamer was chartered at Shanghai at the outbreak of the war, and the wireless apparatus was installed by a De Forest operator. A topmast was rigged up to the height of 75 feet, and a gaff was attached from which wires or antennae ran down to the operator's cabin. The station which receives messages from the steamer is ten miles east of Wei-hai-wei. A bamboo mast 180 feet long is reared by the side of the operator's hut and the antennae are attached in similar fashion to those on the Halmun.

When sending a message the operator sits in his cabin on the steamer and clicks word after word off on the Morse key in front of him. As his electric battery begins to work sparks appear at the gap in the circuit. These sparks cause the vibrations of the ether which are caught up by the antennae and carried out into the atmosphere, where they disperse in exactly similar fashion to the little waves caused on the surface of a pond when a stone is thrown in.

The receiving station at Wei-hai-wei is in "sympathy" with the transmitting station on the Halmun. Without this mutual "sympathy" there could be no possibility of the messages reaching their intended destination. As it is, however, the antennae at the receiving station are struck by the other waves set in motion by the electrical disturbance on board the Halmun, and convey the vibration down to the "responder" before which sits the operator ready to receive the message.

It is in the use of this "responder" that the De Forest system differs so much from other systems. Previously a "coherer" was used as the chief instrument in receiving a message. This "coherer" in principle is a break in the receiving circuit, which is bridged over by metallic filings. When an electric wave falls on the filings they arrange themselves so as to complete the circuit and set the usual Morse recording apparatus in motion. After each signal has been received a little hammer taps the filings into their first position, and thus breaks up the current. This process is so slow that only about eight words a minute can be registered, and the slightest mechanical hitch is sufficient to set the whole apparatus at a standstill.

The "responder" of De Forest is a great improvement on this. A solution of caustic potash is introduced into the receiving circuit, and when the electric wave from the transmitting station falls on it the solution is chemically decomposed, the resistance reduced, and the circuit bridged. Thus the signal is recorded, and the moment the wave has passed the liquid returns to its normal condition.

In receiving a message, Dr. De Forest does not rely upon the clumsy printing of the Morse apparatus. His "responder" is so sensitive that the operator is enabled to use an ordinary telephone receiver to catch the click, click of the incoming message.

The speed at which messages can be sent rests on the ability of the operators alone. The usual rate at which the Times reports are transmitted is thirty-five words a minute, but as much as sixty words have been recorded in this time. Messages are also being sent to the receiving station at Wei-hai-wei when the Halmun is 150 sea miles distant, while the Times correspondent reports that transmitters and receivers have "spoken" each other when as much as 170 sea miles apart.

Another clever invention of Dr. De Forest is his wireless automobile. This will be of great use for conveying messages in time of war, and it has already been utilized to send instantaneous Stock Exchange quotations from the street direct to the brokers' offices. The principle upon which it works is similar to that used on board the Halmun.—London Daily Mail.

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Marshall, Cal., Dec. 26, 1903.

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